

Between 1030 and 1200 hrs on Friday June 6, 1997, I met with the individuals on the attached sign-in sheet, at the CHP building on North 3rd Street in Sacramento, to discuss various issues related to the highway shipment of transuranic materials on State Route 127. Following are highlights of the meeting as best as I can recall.

- Transuranic materials which have been stored at the Nevada Test Site (NTS) are items such as clothing and other protective garments contaminated with low level radiation while processing plutonium etc.
- There are an estimated 75 to 100 shipments total.
- DOE plans to take the shipments in a "Blitz" fashion and get it all done as swiftly as possible within a six-month time period with one or two shipments maximum per day over the time period.
- DOE wants to use SR 127 from NTS down SR 127 to Baker and then down Interstate 5 on to the Waste Isolation Pilot Plant (WIPP) in New Mexico.
- No shipments will in Route Controlled quantities, they are such low level contamination that placarding of the trucks is not even necessary.
- The DOE's total freight truck pool consists of 17 standard semi-tractor trailer vehicles which are replaced every 300,000 miles, have brakes and tires replaced every 100,000 miles, and operate under a zero defects policy.
- The vehicles will be subjected to a joint California/Nevada complete pre-operation inspection.
- When asked to do so, I voiced the following concerns regarding the shipments of this material on SR 127:
 - SR 127 is on of the principal highways used for tourism to Death Valley National Park;
 - there is a high percentage of Recreational Vehicles present most of the year;
 - we at Caltrans are concerned about cumulative effects of shipments along SR 127 and the possible precedence this action might have;
 - the geometrics (restraining curves), structural section, alignment, and overall condition of the highway are not very good, the average paved shoulder width averages less than 2 feet;
 - the road passes over the Amargosa River bed in a couple locations and occasional flooding forced road closure on average once a year;
 - while the remoteness and sparse population density of SR 127 was ideal from DOE's perspective, we feel that emergency response would be other than ideal, that the sparse population actually would work against swift contamination containment in the event of an accident;
- DOE assured the group that they will make every attempt to coordinate with CHP so that their shipping activities are limited to low tourism months, probably done at nighttime, and will insure that the road is not likely to be suffering from flood related damage at the time.
- When the topic of conversation turned to Inyo County's concern, Brad Mettam's name was brought up. I mentioned that I had recently discussed his concerns with him and that his chief concern was that the DOE provide the necessary emergency response training dollars.
- DOE requests that CHP work with Caltrans and affected counties to develop a statement of Protocols, which they would like by the end of July, which DOE must adhere to. After the meeting I discussed this matter further with Andrew Jones. He will set up a meeting with CHP, Inyo and San Bernardino County representatives (Brad Mettam should be an integral part of this), and Caltrans (Tim Plaza should be involved per Dan Nix's suggestion). Andrew would like to drive the entire length of SR 127 and continue on to Yucca Mountain and the NTS if possible. Andrew was thinking of late October for this meeting but then realized the timing was wrong so will try to set it up much sooner.
- DOE unofficially mentioned that the State of California could probably leverage DOE for funds to improve the infrastructure along the affected routes. Andrew later cautioned though that such action might actually backfire as the Feds would then be able to point to the improvements as an argument in favor of shipping the really dangerous highly radioactive materials along SR 127 in the future.
- It was my understanding that SR 127 is not considered at this time for spent fuel shipments to Yucca Mountain.
- No intermodal transfer of transuranics will happen in Baker as no such transfers will be required at all. I again reminded them of our concern over the possible precedence that such an action would set were it to be contemplated.

Overall the feeling I took away from this meeting was that DOE is interested in establishing and maintaining an open line of communication between the various affected agencies. And that they definitely want to use SR 127 for shipping this material is unmistakable. Generally it appears that CHP will certainly support this action.

- Mention that during a brief discussion regarding low-level contaminated dirt I again expressed the concern we have about the precedence an intermodal transfer at Baker would set.

1030 mtg w Melham, Walton & me

- Concern that public be involved
- That 8, 9, both counties and DVNP & BLM be involved in protocols
- Talked about transfer of stuff & intermodes ...
- Kathy: That Ings take lead role esp with BLM & DVNP
- Talked about dirt shipments from Fernald Ohio
- Lawrence Livermore

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- Involvement in protocol meeting

- I'll call Andrew Smith for protocols datebook
 - would you like a rep?
 - Letter to D & inviting them to participate: Dick Doyle
Foot Inn CC Bob Harvey.
- Conference Call request?